

## Much City Business In Prospect

### KALAKAUA PAVING PROJECT MAKES GOOD HEADWAY AT PUBLIC HEARING

**Supervisors Will Pay Only One Third of Cost; Owners Have Choice of Material**

Although further hearing of the Kalakaua avenue improvement project was postponed at a late hour last night by the supervisors, the discussions over the whole situation settled several questions.

Supervisors and property owners are coming to an understanding of each others ideas in the matter. The supervisors will stand stanchly for payment of but one-third of the cost of improvement and most of the property owners will back them in this, while as far as the style of pavement is concerned, the property owners are to have just what they wish and just as soon as possible.

Three main protests were filed. One band of residents desired that the city should pay at least half the cost of improvement; another protested merely against concrete, desiring warrentite or bitulthite instead, and a third protested against concrete and thought the city should pay at least 50 per cent.

Practically 64 per cent of the property owners made up a total of those filing protests, but most of these merely asked for a postponement until such time as they could get Kalakaua residents together and decide upon the style of pavement. They did not ask that the city pay more than a third of the cost of improvement.

E. W. Sutton represented the protesting residents, and explained that the majority did not favor concrete, but desired to make a decision between bitulthite and warrentite.

Supervisors Logan and Shingle led the board in standing firm for a payment of only one-third, but was willing to grant the postponement so that the property owners could reach their decision. Shingle emphasized the need of giving the property owners the style of pavement they want.

Logan also was willing to grant the postponement, but declared he would fight the 50 per cent project. Hollinger also voiced his feeling against the 50 per cent plan, and Larsen declared he would vote for a concrete base no matter what it was covered with.

Several engineers followed in turn, discussing the merits and faults of

various styles of pavement.

G. H. Gere, superintendent of the Bishop estate, said that the method of building concrete roads has never yet been worked out entirely satisfactorily in Hawaii. He believed that a concrete road to demonstrate its actual value here should be built, but thought a \$79,000 project such as Kalakaua rather too expensive as an experiment.

City Engineer G. H. Gere said any pavement should have a proper foundation, and thought concrete could be made properly with the sand here. It would serve for a foundation, no matter what covering was put on top of it.

James T. Taylor, engineer, called attention to the large amount of concrete used in the states, and advised concrete from four to eight inches thick with a covering from one-half to two inches thick.

C. G. Balleentyne, manager of the Honolulu Rapid Transit Company, urged the board to consider that the same rule does not apply to all portions of the city. Some streets such as King extension probably have sufficient subgrade of coral to hold on a bitulthite surface, while others made up of taro patch mud would require concrete. Drainage is also very essential, he said. He thought Kalakaua ought to be tested thoroughly as to soil conditions, the first essential being always a good foundation.

P. G. Riley, representing the Beachwalk residents just off Kalakaua avenue, stated that his people had settled upon concrete for their district, which could be used as a base to cover later with something else if desired. The Beachwalk project, as favored by the residents, was generally approved.

Sutton again reminded the board that 61 per cent of the residents want bitulthite or warrentite.

Supervisor Shingle then moved that the board amend the Kalakaua avenue improvement project to read "bitulthite" instead of "concrete," but leave the one-third pavement method intact, setting the new hearing on February 15. The motion carried and the hearing was then closed as far as the city's share of payment is concerned.

As the hour was late by this time an extension in the time for King extension hearing was made until February 3. The feeling was expressed last night that this hearing will not require more than five minutes to complete.

## MORE THAN \$215,000 TO SPEND FOR UPKEEP OF ROADS IN ONE YEAR

Two hundred fifteen thousand, nine hundred sixty-three dollars and seven cents—this is the amount of money that the city and county of Honolulu has put into maintenance and upkeep of roads during the year just ended.

Of this amount Honolulu district easily takes the lead with an expenditure of \$145,542.14. The figures are compiled from records in the auditor's department.

All of the \$215,963.17 has been for maintenance and upkeep; to fill up holes and patch them, to sweep the streets, pay for the office, and maintain the stables.

Other districts outside of Honolulu expended money in road maintenance as follows:

Ewa district, \$21,730.31; Waianae, \$8,052.26; Waiāluā, \$12,881.23; Koolauloa, \$12,140; Koolāupoko, \$12,532.59; Wahiawa, \$1,266.86; Waimanalo, \$1,717.79. Total of outside districts, \$70,041.03.

Expenses in the mayor's office during the year have totalled \$12,984.64, or more than \$1000 a month. This total includes, however, the purchase of an automobile at \$1800, and the loan to visiting congressmen at \$1880.69.

These two expenses make expenditures of \$3650.68, leaving \$9,363.95.

In the Arabian desert the sirocco, or sandstorm, often digs pits 200 feet deep, scattering the sand for miles around.

Finance Minister White of Canada got so spooked by the rumors of a recent \$100,000,000 war loan added to the ordinary revenue of the Dominion would meet all expenditures during the winter.

## WOULD USE TAX RATE TO SOLVE SEWER PROBLEM

**Water Manager Says Scheme is Best of All So Far Proposed for Consideration**

Harry Murray, manager of the water and sewer department, has prepared another plan for the consideration of the city supervisors, whereby he proposes to put the sewer department, which has always been a losing feature, upon a paying basis.

Murray has proposed in the past several systems, among which was a frontage lay similar to that used in many mainland cities, a per cent charge determined by the charge for water, and various systems of tax rates to lift the present debt covering the system.

"I believe this plan," he says, "to be the best of all."

Honolulu has assessable property approximating \$90,000,000. Upon this property Murray proposes a general tax rate of one mill, or one-tenth of one per cent, for four or five years.

This tax will bring in \$90,000, he says, and will not fall heavily upon any one. He proposes to divide the \$90,000 into two parts of \$50,000 and \$40,000, which sums are to be used respectively as funds for installation work and as funds for operation and maintenance.

Lay 50,000 Feet in Year. Costs of installing sewer pipe average about a dollar a foot, the manager explains, and at this rate 50,000 feet of pipe would be installed in a year.

"Our sewer question is becoming a vital one," says Murray. "Day by day we are improving streets without thought of putting sewers in at the same time. Take for example Manoa, which is to be improved with good streets, but without consideration given to sewers."

"If we could lay our sewer pipes first," he says, "we would lay center pipes, but with the pavement once down we can only lay pipes along both sides of the streets, a double line where one line would otherwise suffice."

Territorial Auditor J. H. Fisher has been asked for an opinion on the new plan, and says that he believes that it is worthy of consideration. He thinks it is better than bonding the city to put in sewer pipes.

Mayor Lane also likes the plan. "I think it is better than a bond issue," he says. "It is most important that we enlarge our sewer system on a permanent basis. This is important for the city, territory and the federal departments located in the city and should be approved by all."

## HOLLINGER WANTS TO SEE BILL BEFORE HE PAYS FOR CITY WATER

Resolutions for appropriations to pay for water rates were voted from all departments last night except that of parks, playgrounds and school grounds, this resolution being referred back to Supervisor Hollinger, chairman, in order that he might wait for a bill from the water department.

Hollinger suggested that all the departments should wait likewise, and when they failed to do so, voted in the negative on all of the resolutions. When the park resolution came up Supervisor Arnold rose and moved that it be deferred for Mr. Hollinger's special benefit.

The resolutions were as follows: Electric light department, \$1167; fire department, \$1522.25; road department, \$1281.50; police force, \$122; support of prisoners, \$203.50; parks and playgrounds, \$1775.

Three other appropriations were passed on first reading as follows: Vineyard street sidewalk work, \$319; Eben Low, for damage to automobile, \$169.70; purchasing agent for incidentals in office, \$199.

## WILL TEST VALIDITY OF BONDS BY COURT

Opening of bids for the Manoa improvement project has been postponed until Friday, February 4, in order that a test case may be brought before the supreme court to determine the validity of the bonds.

Decision to postpone the case was made by the supervisors last night following the reading of a letter from L. J. Warren, secretary of the Manoa Improvement Club, stating that two banks of the city have declared their readiness to take up the Manoa bonds providing the supreme court will first pass on their validity. The banks name a rate of 5½ per cent. It is understood that they will pay the expenses of such a test case before the supreme court.

## COULDN'T PAY FINE SO GOES TO PRISON

The \$100 which has stood between Charley Kalakaua and jail during the last three days was not forthcoming at noon today, so Circuit Judge Ashford ordered that the defendant be sent over to Joe Fern's tavern on the reef. Kalakaua was convicted of keeping booze for sale without a license. Kalakaua was given until noon today to pay the fine.

Twenty motormen began their duties on three of the Berlin street railway lines.

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## COUNTRY CLUB PROPOSES NEW PUUNUI ROUTE

**Protests Vigorously Against Proposed Extension of Laimi Road to Nuuanu**

Formal protest against the proposed road leading out from Puunui and connecting with Laimi road on Nuuanu avenue—the road desired by a large number of Puunui people—was entered with the supervisors last night by the Country Club, a part of whose grounds the road will pass over. The Country Club proposed a new road leading out from Hawaii street, and adjoining Nuuanu about 300 feet below the proposed Circle Drive.

In their protest, the club declared that Laimi road, owing to the fact that it is not centrally located, cannot be considered the proper outlet to the district. Hawaii street is more central and can be built with less expense, it is claimed.

Not only, the club claims, is it the largest representative organization of its kind in Hawaii—500 strong—but it is also the best tourist asset in and about Honolulu. Its natural beauty must be preserved. Golf attracts many tourists here, and the links, recently enlarged, will be encroached upon by the proposed upper road.

E. W. Sutton, president, and the other officers of the Country Club had signed their names to the protest. After its reading Mr. Sutton spoke concerning the club's attitude in the matter.

Having Survey Made. He said that there had been a meeting of the club the day before in which money had been appropriated for a survey of Hawaii street, that a competent engineer had been employed, and that a survey would be furnished just as soon as the weather permits.

Mr. Sutton maintained that the expense of the project will be much lessened by using Hawaii street as an outlet to the district. It will require but one bridge, he said, while the other will require two. Also it is 400 feet shorter, which will lessen the expense. It will enter Nuuanu between the Babbitt and Alexander residences both owners being entirely willing, as is also the property owner across whose land the road will run.

Following Mr. Sutton, Supervisor Shingle rose and urged the board to decide upon which route it wishes to favor, following this decision by setting a date for a hearing on the Puunui project.

Would Not Tread on Corns.

Logan thought the board ought not to shove any project down people's throats, and urged due consideration before deciding to put a road through which will molest the Country Club and the Sherman property. He said the board should tread on as few corns as possible, and was not sure that Laimi road is the best for all concerned.

Arnold thought that when 90 per cent of the people in a district petition for a certain road they deserve consideration, and that they have a right to demand the street, as has the Country Club to protest against it.

Attorney Cristy called attention to the fact that the Puunui residents have not yet created a district by furnishing engineering data and estimates, as are mentioned in the law, and that such a district as they propose is not yet binding on the board.

After considerable more discussion, a date for hearing was set for tomorrow at 4 o'clock in the city hall, to which hearing all persons interested are invited. The road committee of the supervisors will meet with those who come.

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Frederick G. Ireland, chief examiner of the municipal civil service commission, died in New York. He was 69 years old.

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